US010752434B2

(12) **United States Patent**
Farrar et al.

(10) **Patent No.: US 10,752,434 B2**
(45) **Date of Patent: Aug. 25, 2020**

(54) **TEMPERATURE CONTROLLED CARGO CONTAINERS**

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 303 days.

(21) Appl. No.: **13/662,648**

(22) Filed: **Oct. 29, 2012**

(65) **Prior Publication Data**

US 2013/0048647 A1 Feb. 28, 2013

Related U.S. Application Data

(63) Continuation-in-part of application No. 12/705,803, filed on Feb. 15, 2010, now abandoned.

(Continued)

(51) **Int. Cl.**

B65D 88/74 (2006.01)
F25D 11/00 (2006.01)
F25D 11/02 (2006.01)

(52) **U.S. Cl.**

CPC ***B65D 88/745*** (2013.01); ***F25D 11/003*** (2013.01); ***F25D 11/006*** (2013.01);

(Continued)

(58) **Field of Classification Search**

CPC F28D 20/026; F28D 20/028; F28D 20/021; F28D 20/02; F28D 2020/0008;

(Continued)

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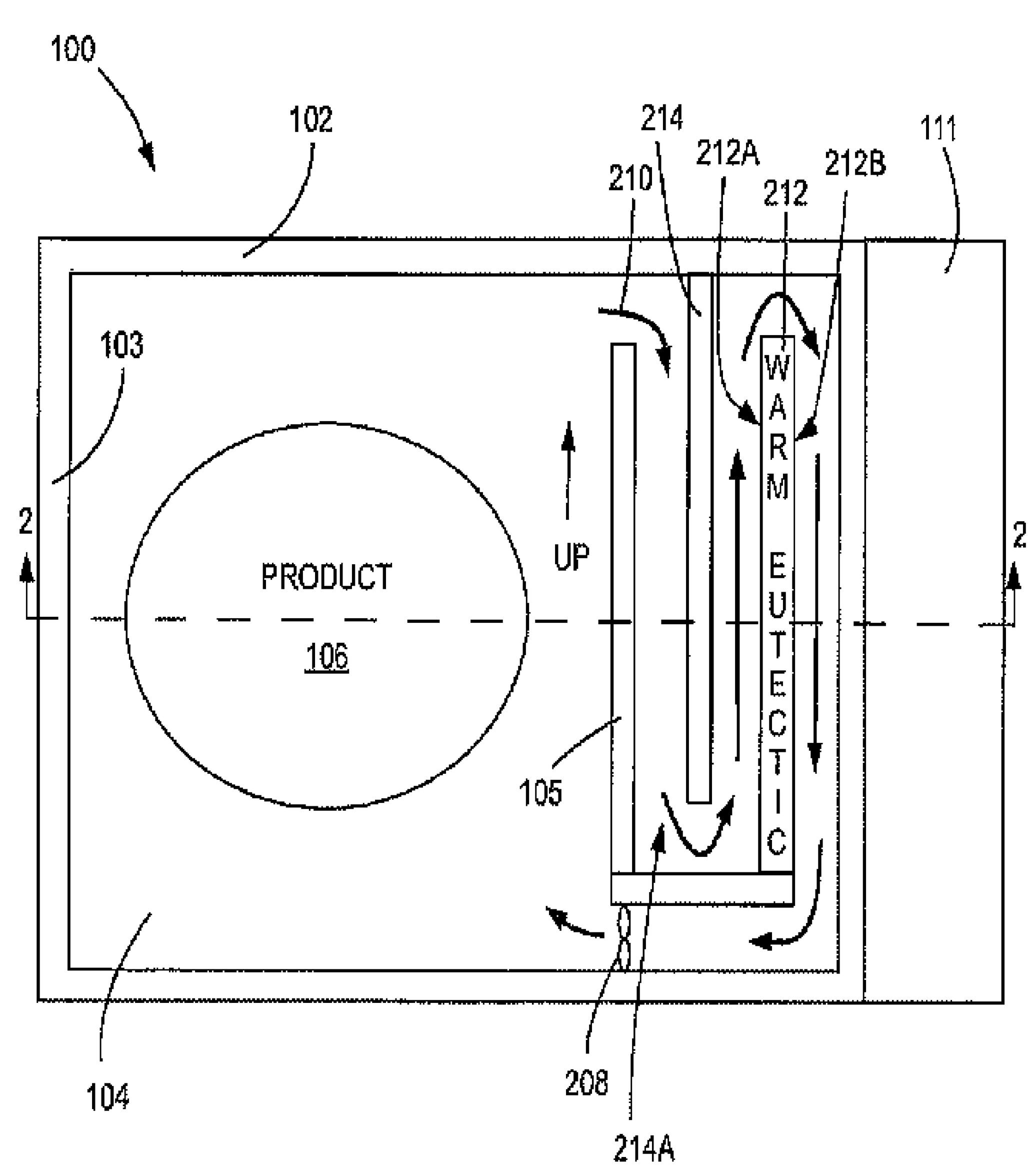
(57) **ABSTRACT**

Temperature controlled cargo containers may include thermal masses conditioned to temperatures above and/or below a target temperature. Example thermal masses may include plates including phase change materials, such as eutectic materials. One or more fans and flapper valves may be selectively operated to circulate air in the cargo container across one or more of the thermal masses to maintain the temperature within the cargo container within a prescribed temperature band. Some example temperature controlled cargo containers may include refrigeration units and/or heaters for regenerating the thermal masses when receiving power from an external power source and/or may include one or more rechargeable batteries for providing power during transport or storage independent of external power sources.

6 Claims, 15 Drawing Sheets



Related U.S. Application Data

(60) Provisional application No. 61/244,232, filed on Sep. 21, 2009.

(52) **U.S. Cl.**
CPC ***F25D 11/025*** (2013.01); *F25B 2400/06* (2013.01); *F25D 2400/02* (2013.01)

(58) **Field of Classification Search**
CPC F28D 2020/0013; F28D 2020/0026; F28D 2020/0047; F25D 3/06; F25D 2303/083; F25D 31/005; F25D 11/003; F25D 11/006; F25D 17/04; F25D 17/06; F25D 3/04; F25D 3/08; F25D 3/122; F25D 3/125; F25D 2303/082; F25D 2303/0821; F25D 23/063; F25D 23/066; F25D 23/06; F24H 7/0416; F24H 7/0425; F24H 7/0408; F24H 7/0458; F24F 5/0024; F24F 5/0017; F24F 2005/0025; F24F 2005/0032; F24F 2005/0028; F24F 5/0021; F24D 2220/10; F24D 11/006; F24D 11/008; F24D 11/009; F24D 11/0257; B65D 88/14
USPC 165/10, 58, 201; 62/62, 65, 89, 90, 98, 62/99, 159, 371, 434, 437, 438, 425, 420, 62/421, 406, 312–314, 424
See application file for complete search history.

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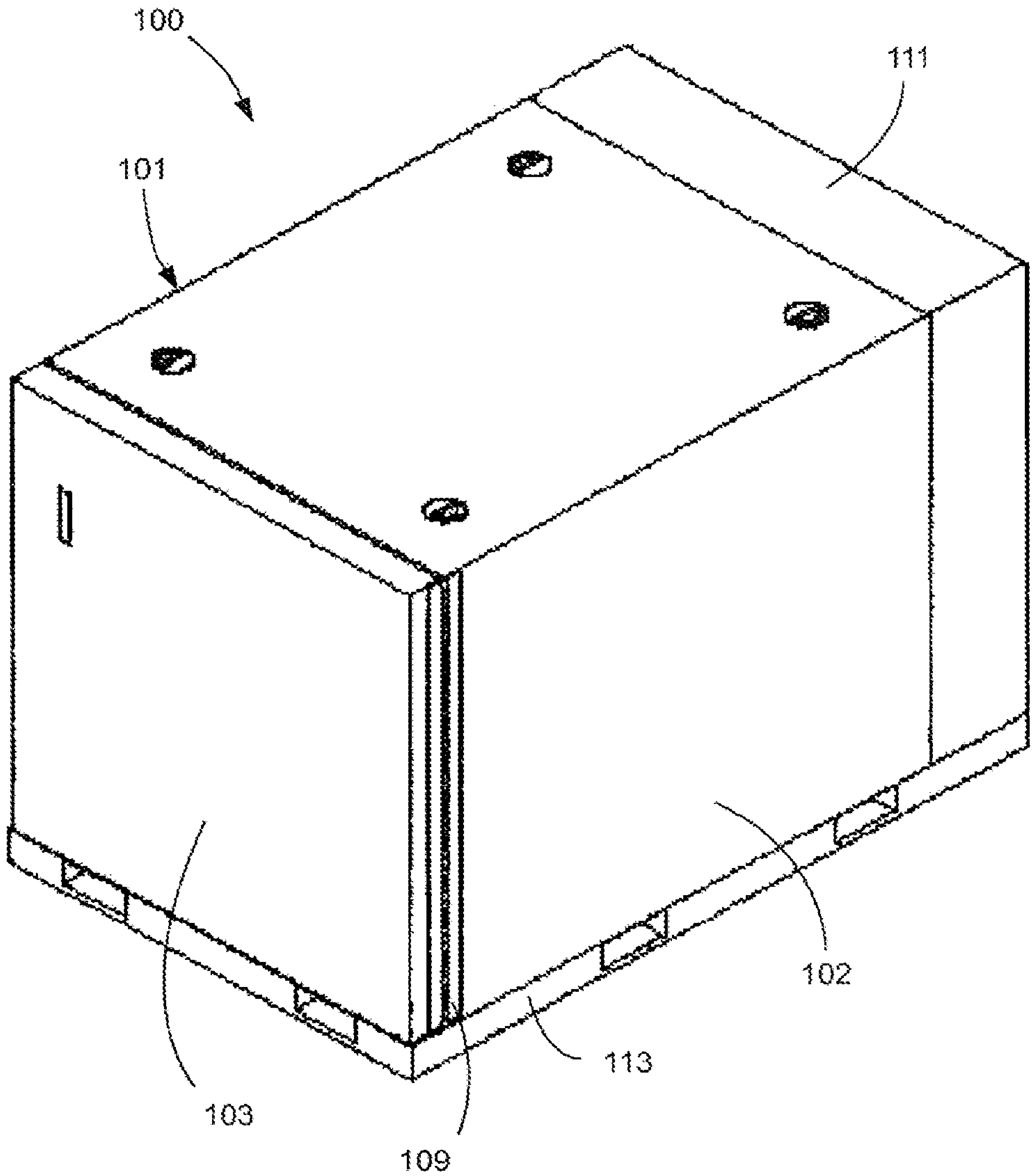

Fig 1

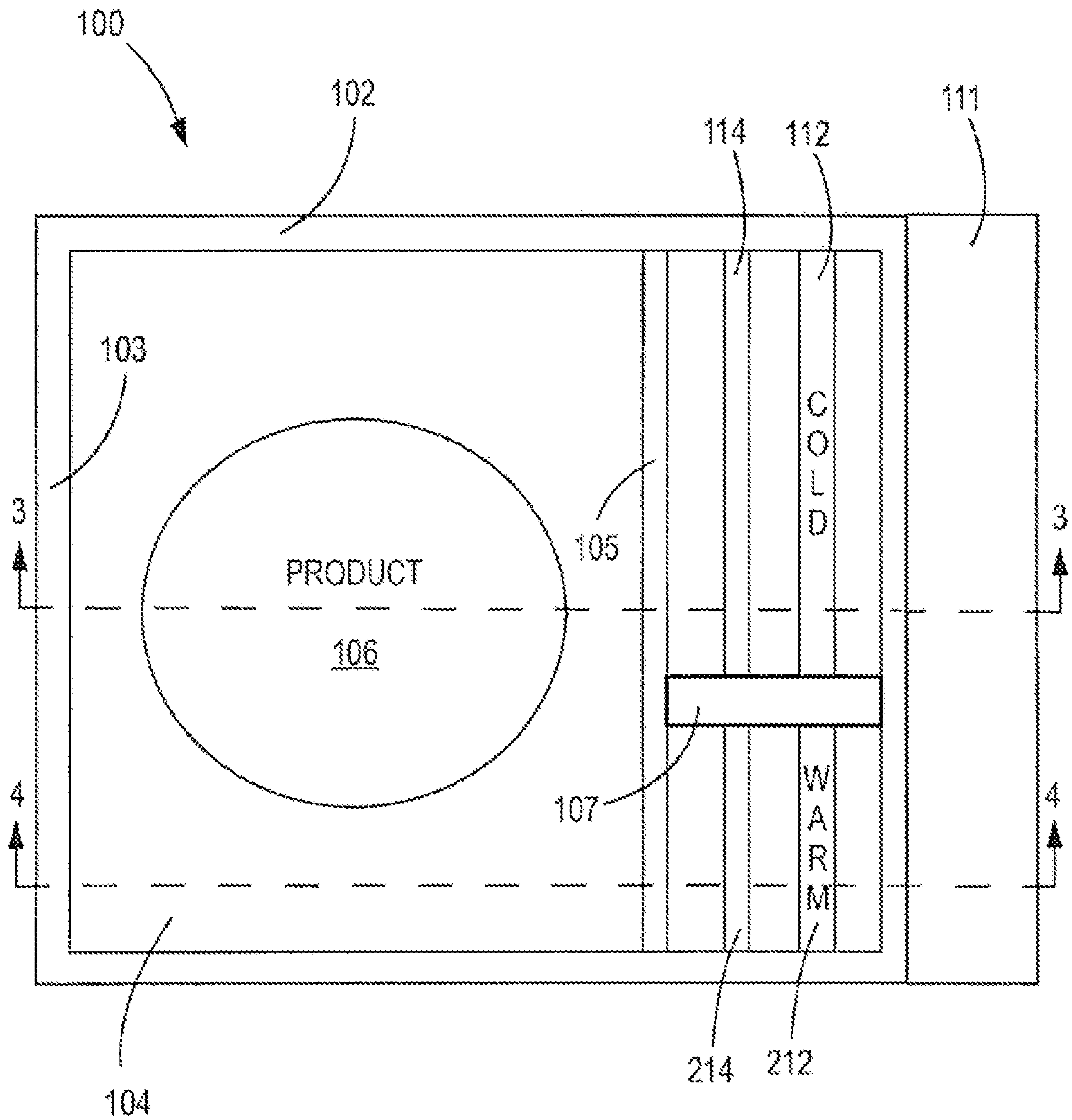
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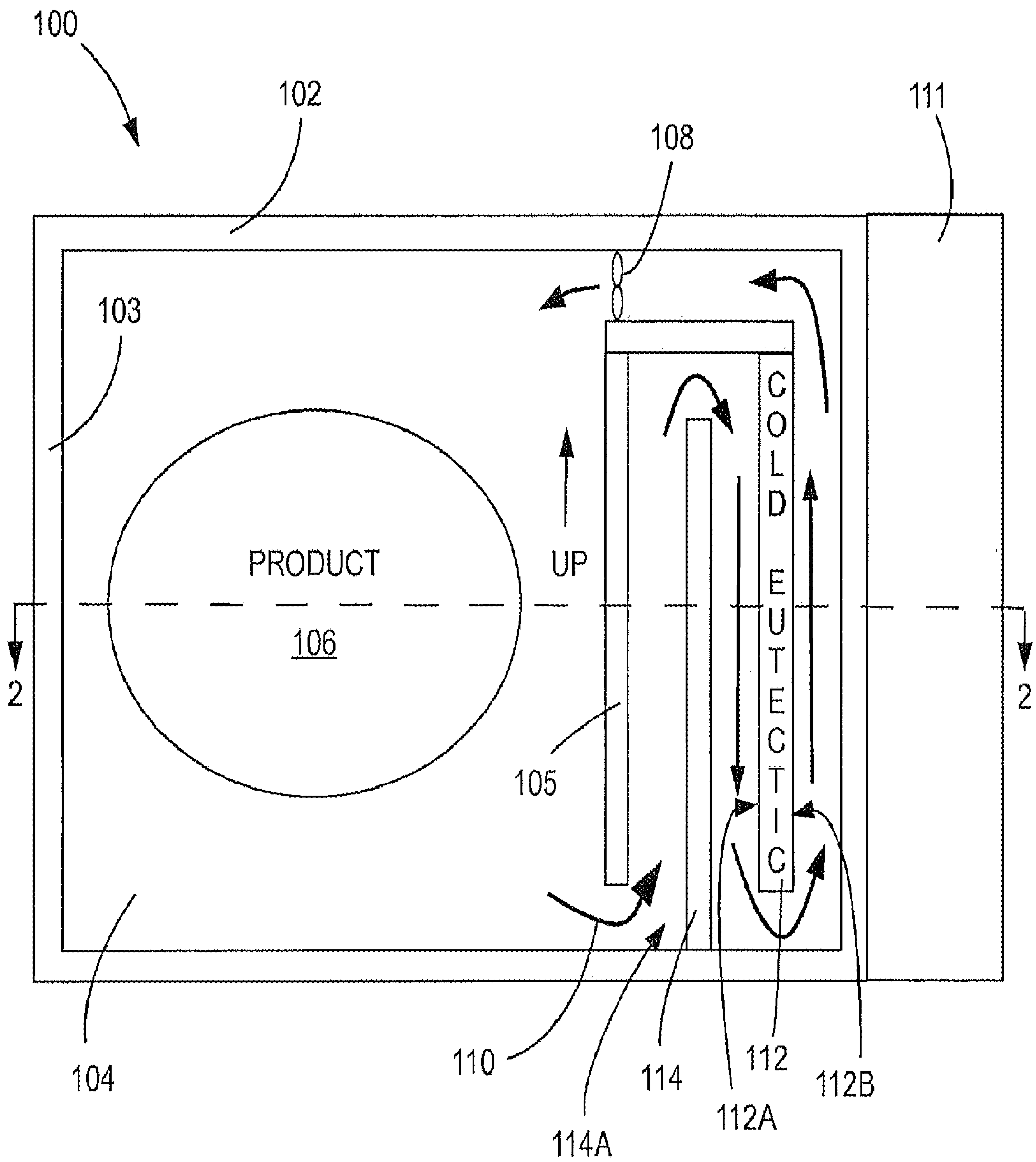
Fig 2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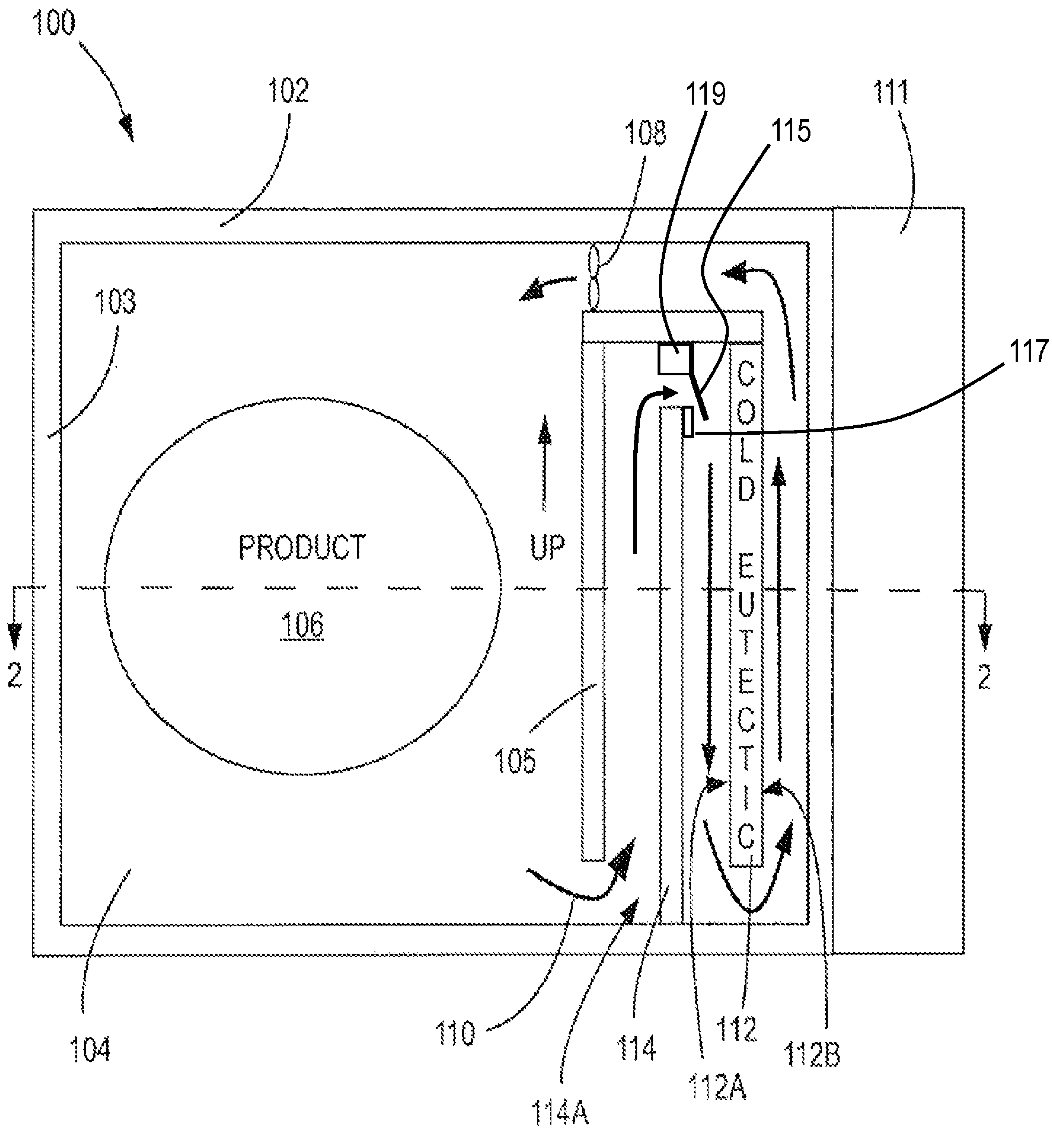
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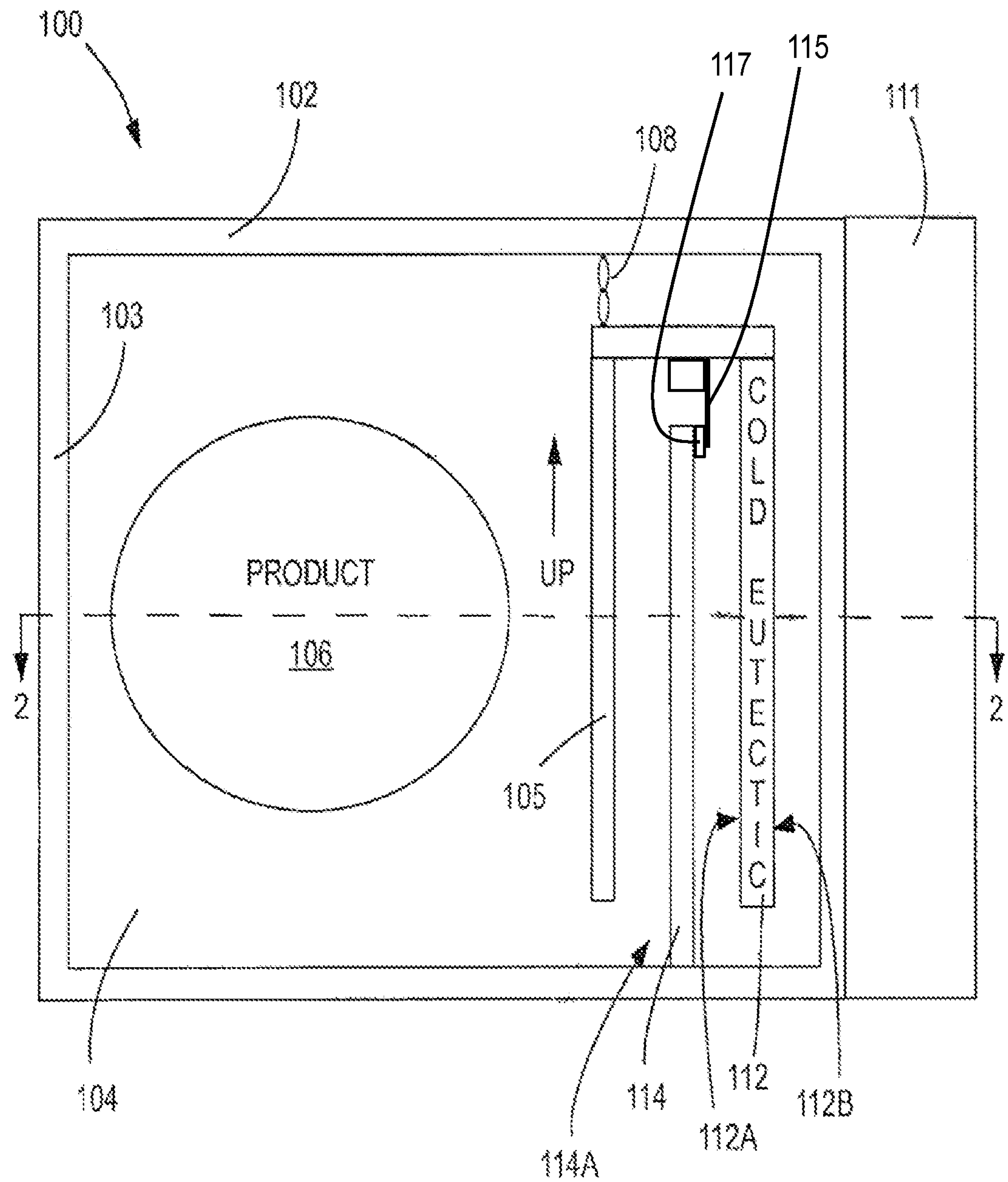
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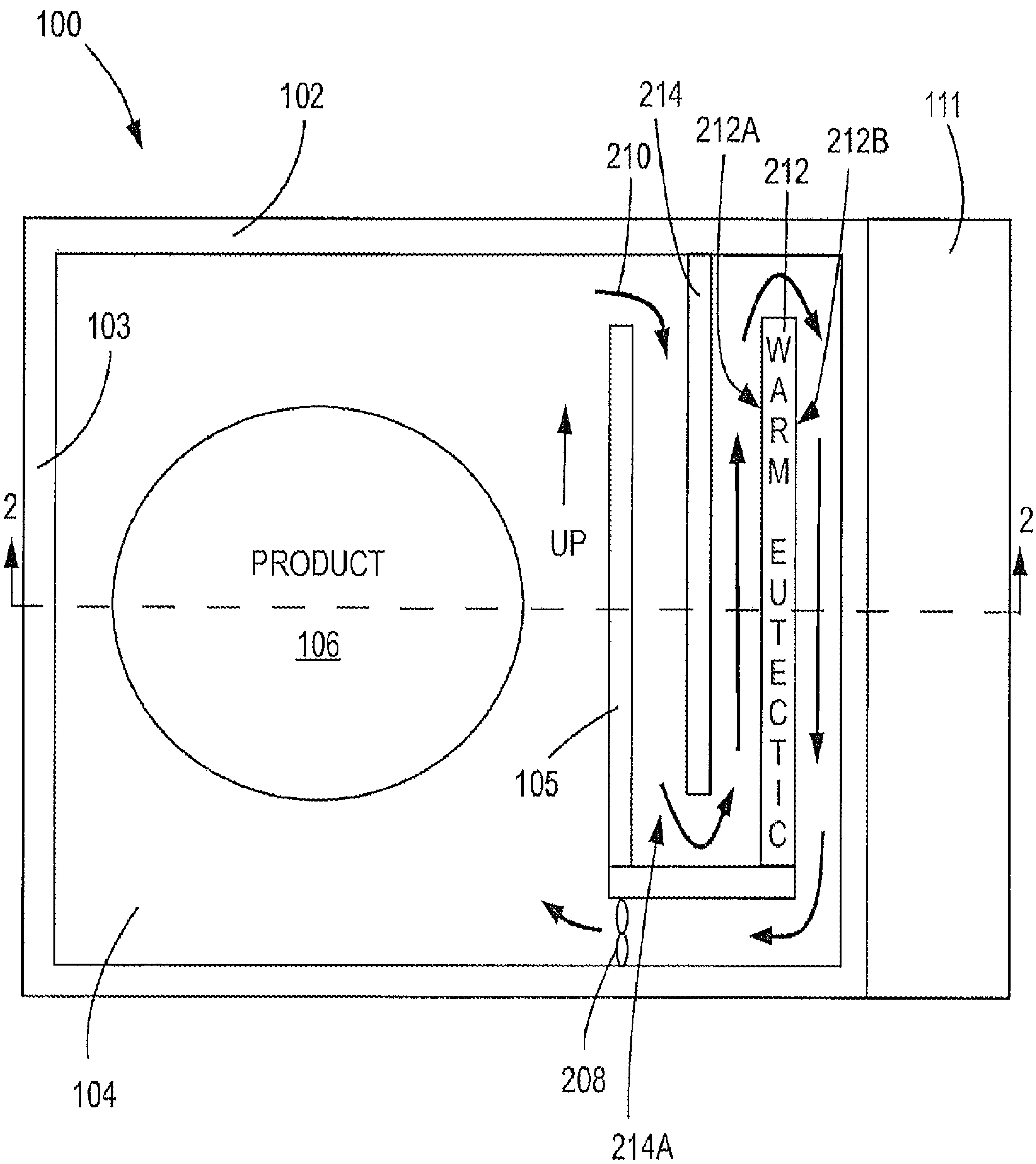
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Fig 6

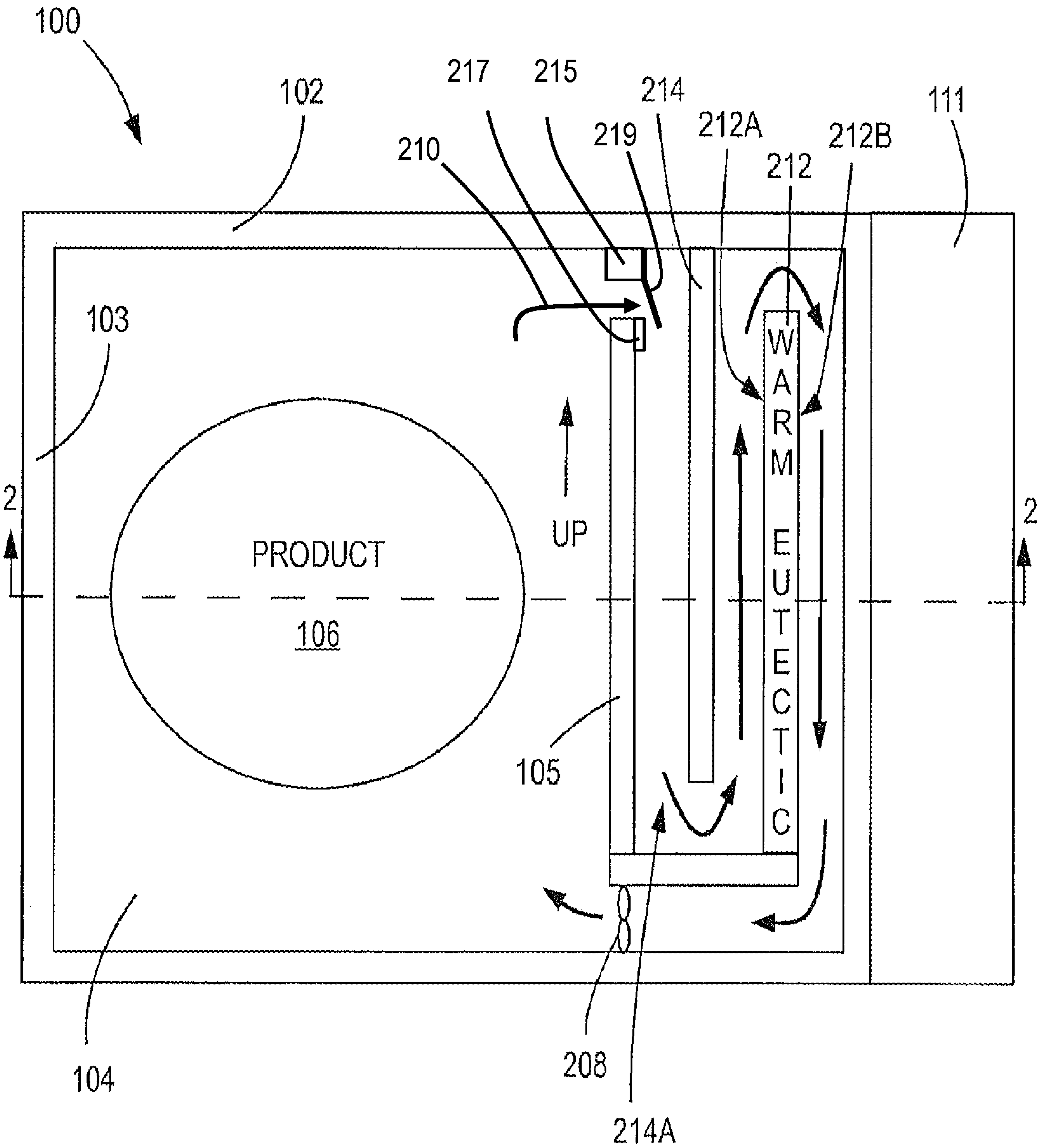
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Fig 7

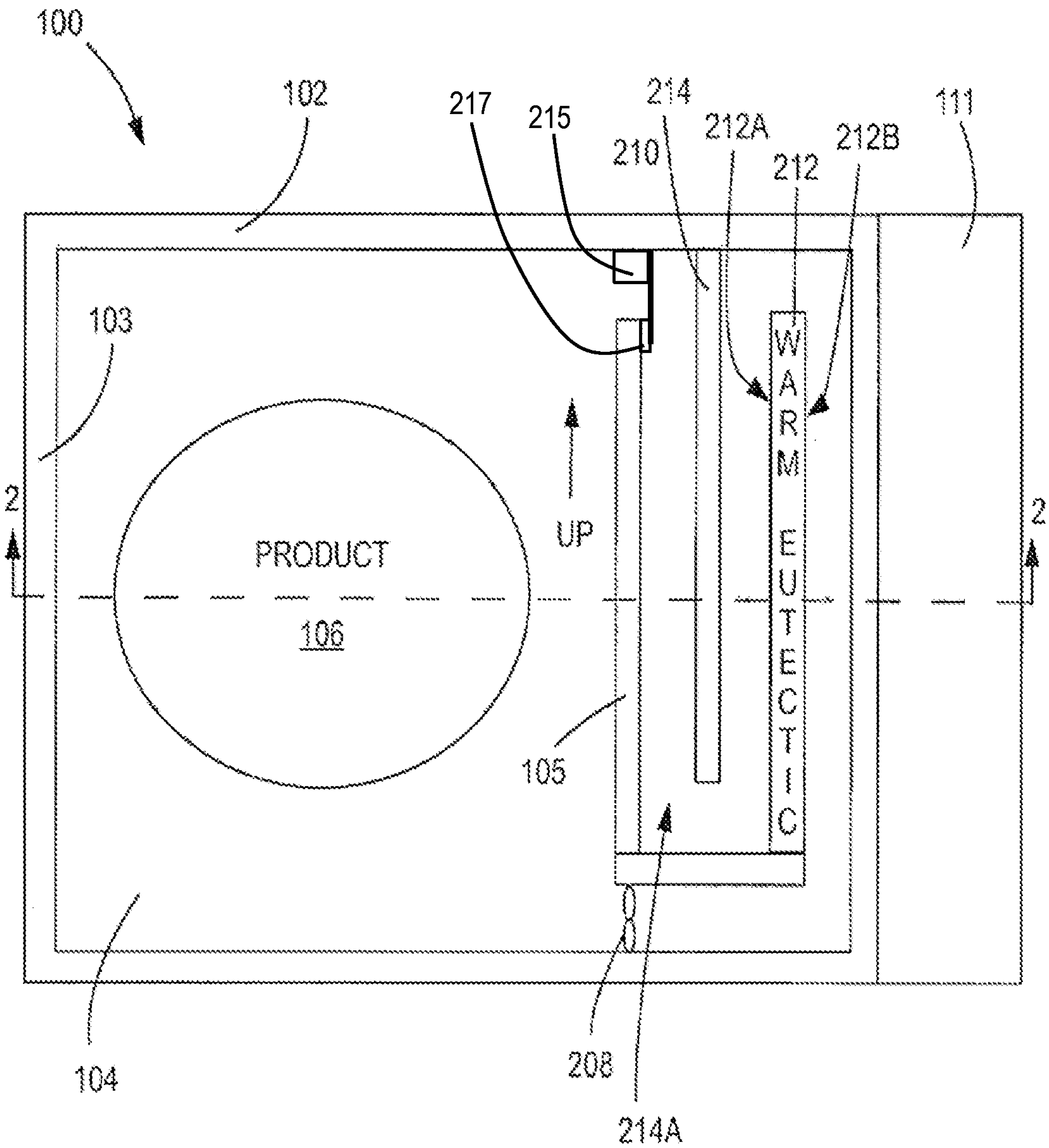

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Fig 8

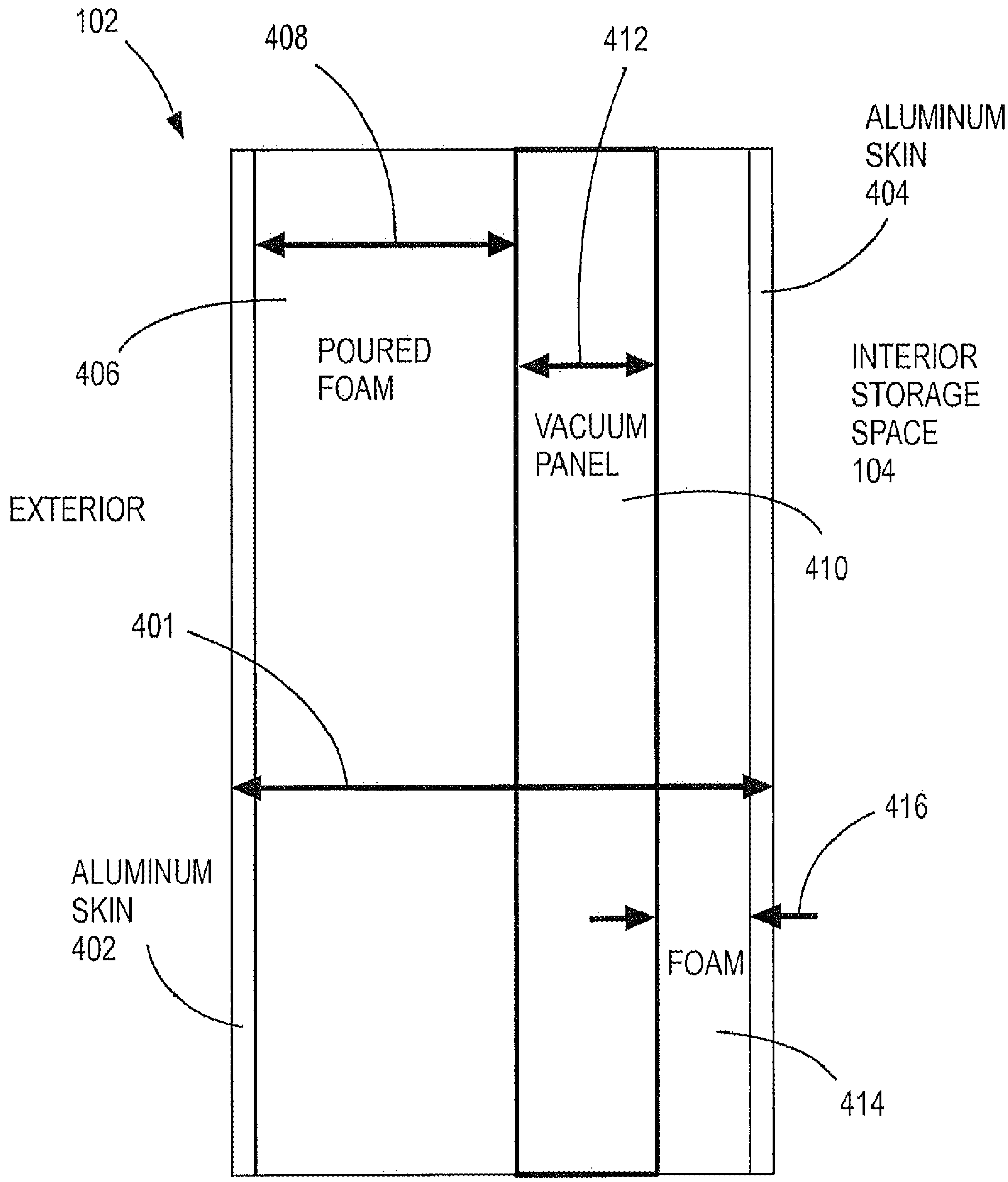
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Fig 9

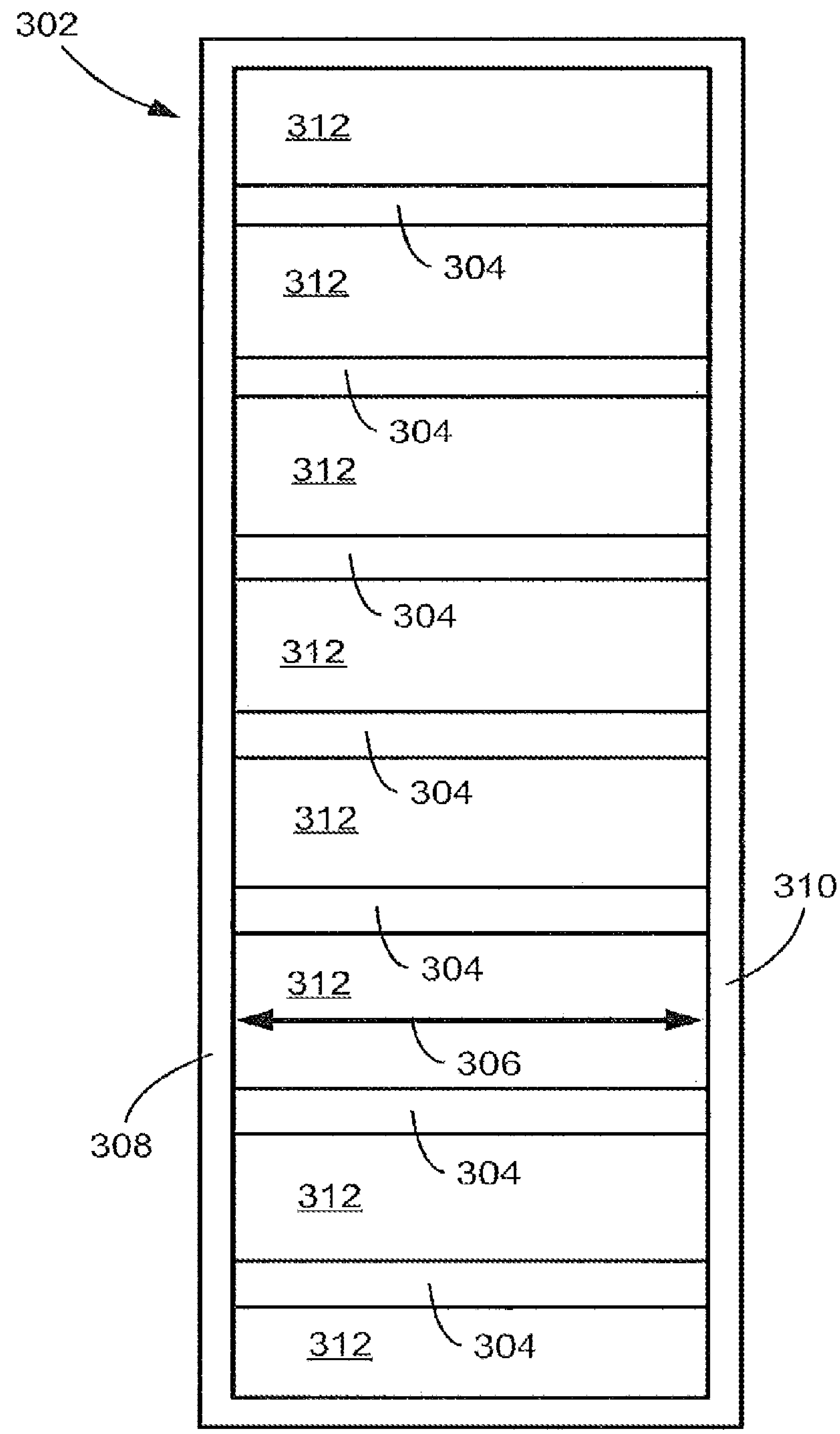
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Fig 10

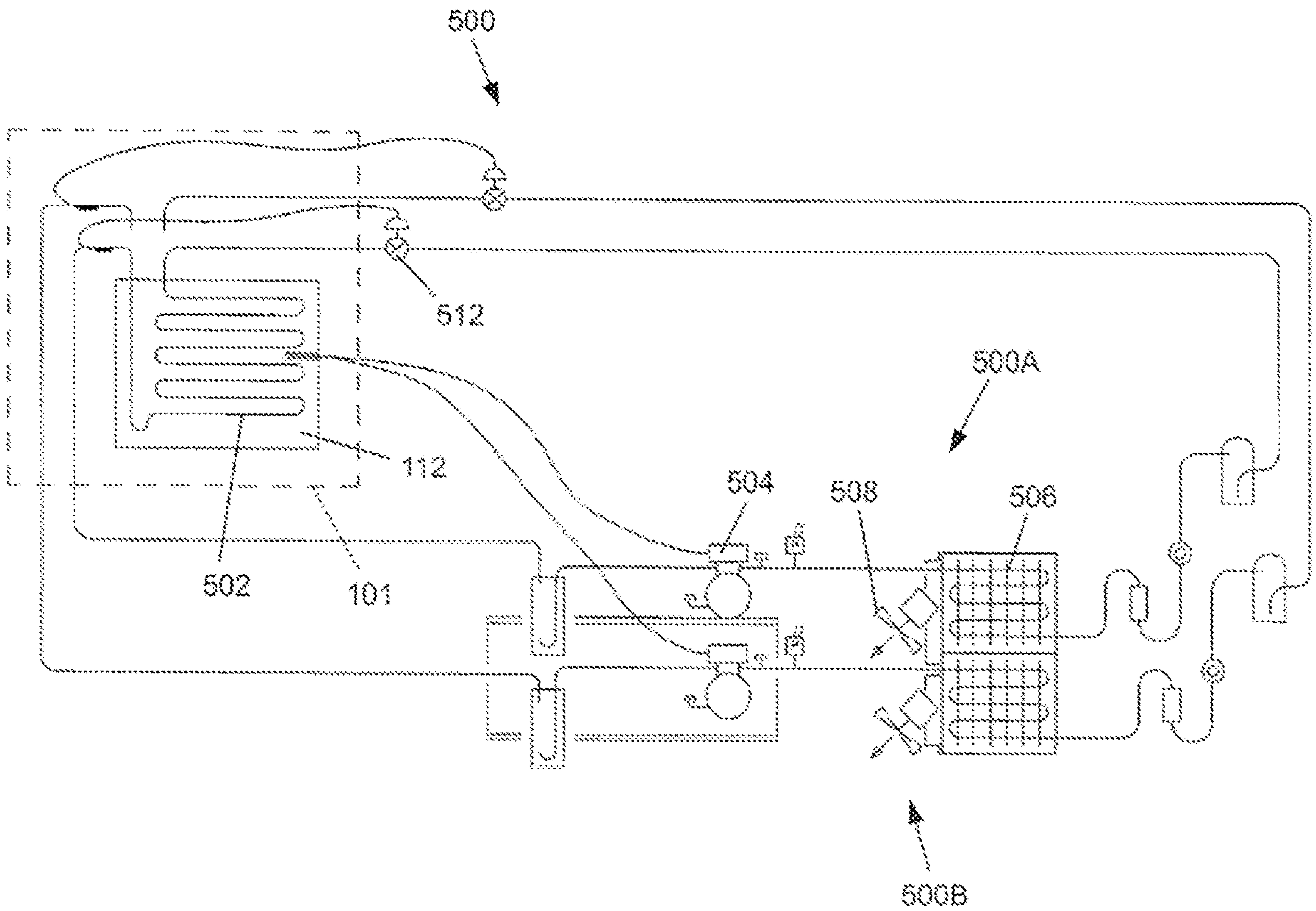
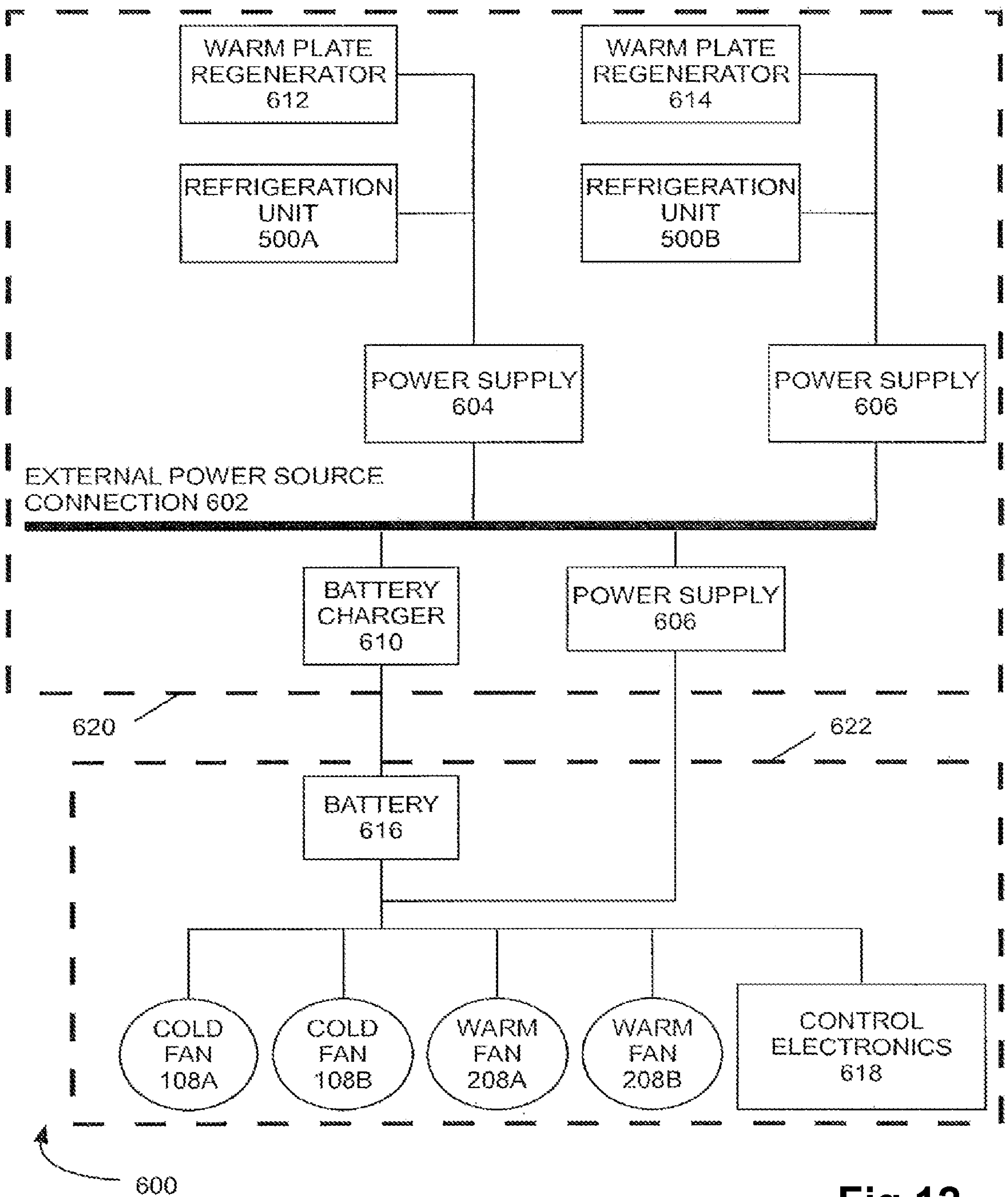


Fig 11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BATTERY CHARGER 610
POWER SUPPLY 606
620
622
BATTERY 616
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WARM FAN 208A
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CONTROL ELECTRONICS 618
600

Fig 12

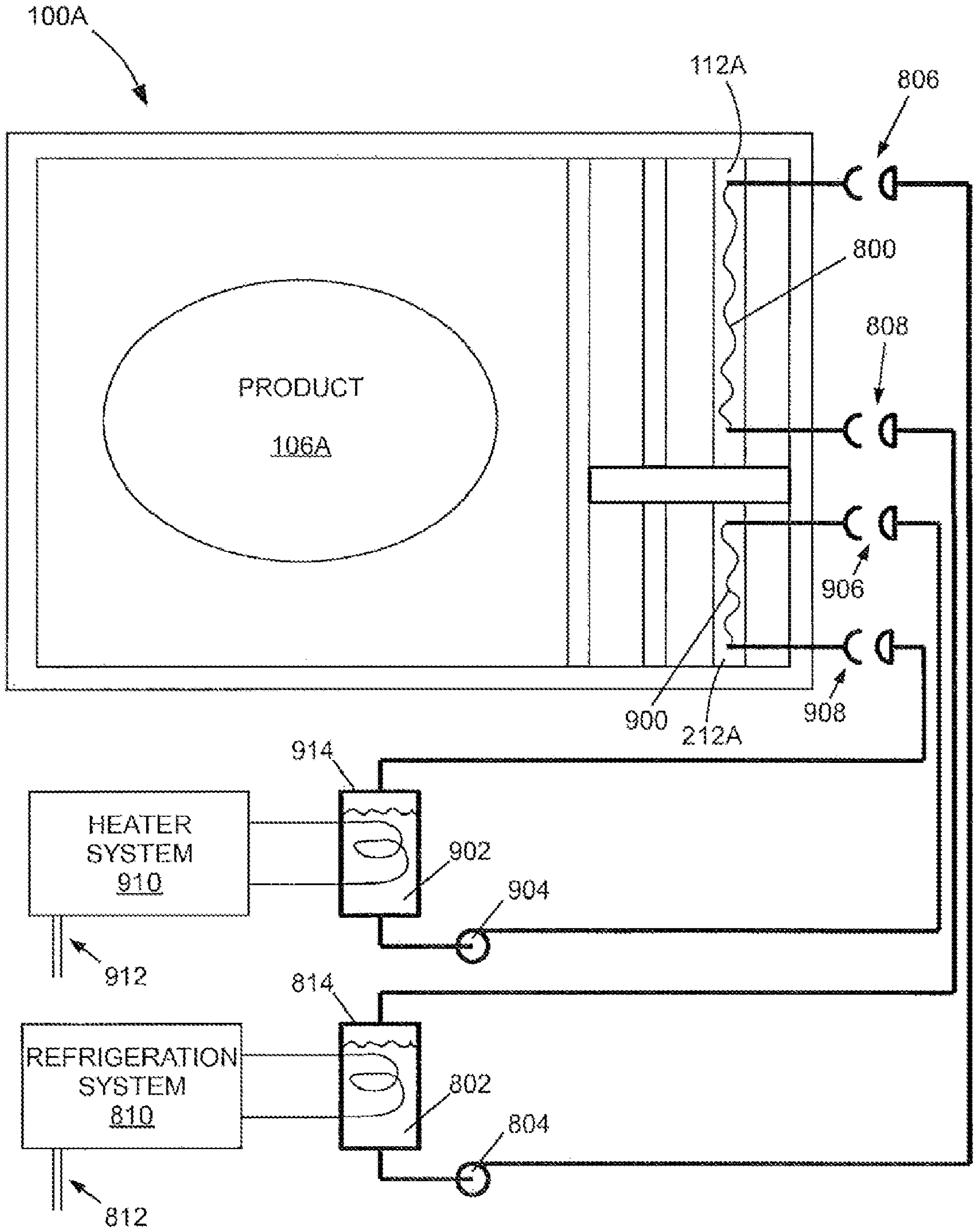
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Fig 13

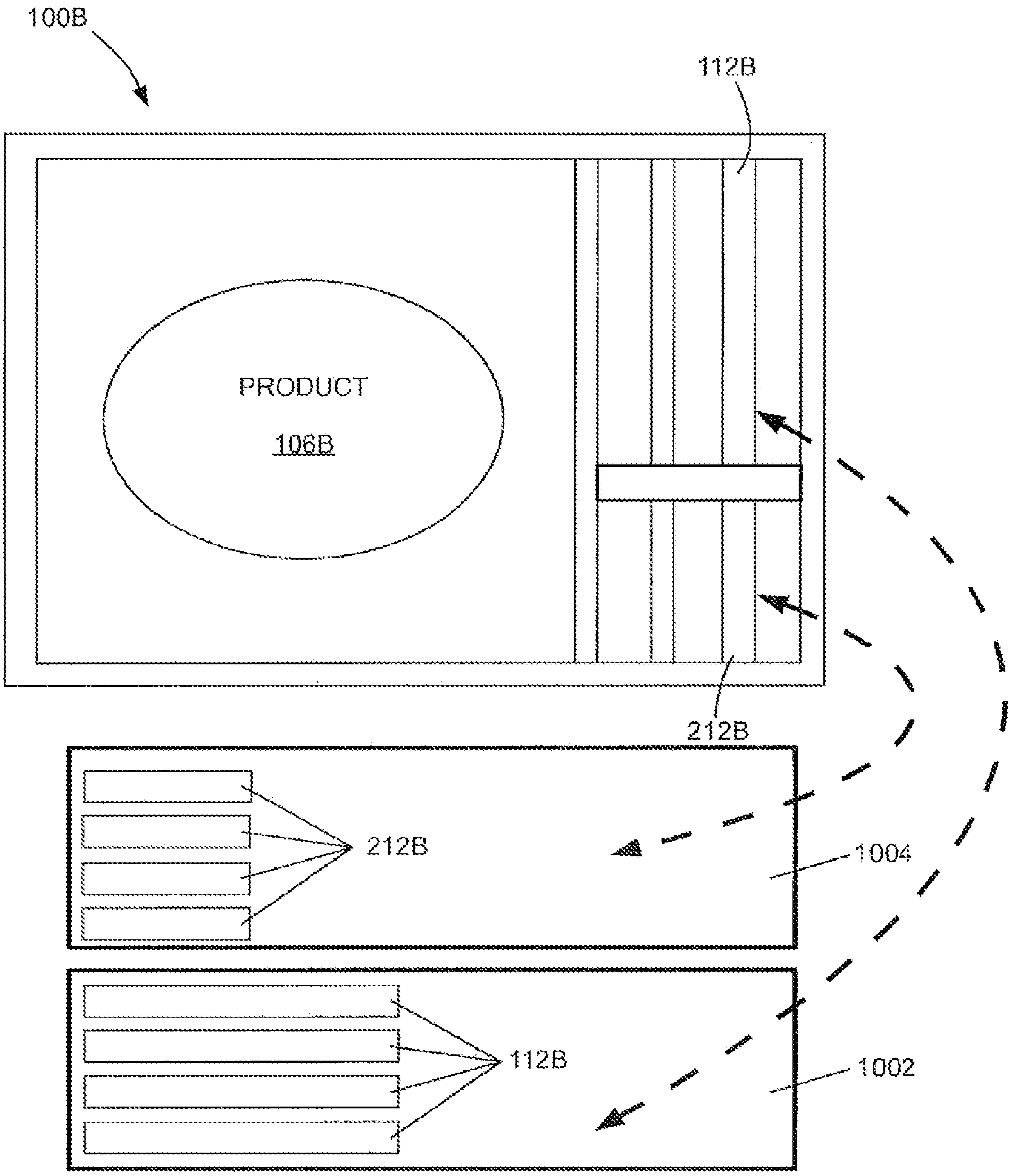

Fig 14

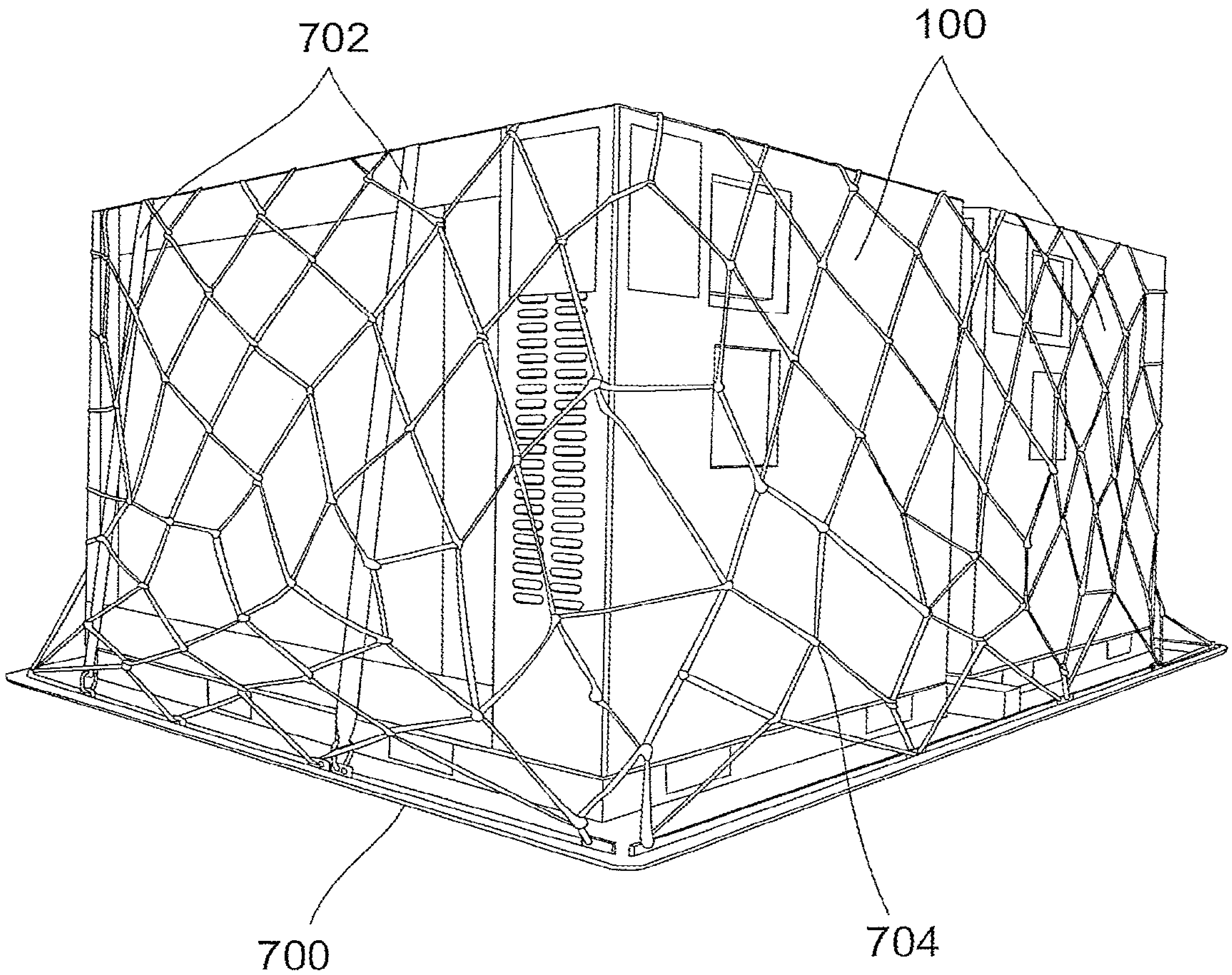

Fig 15

TEMPERATURE CONTROLLED CARGO CONTAINERS

CROSS REFERENCE TO RELATED APPLICATIONS

This application claims the benefit of U.S. patent application Ser. No. 12/705,803, filed Feb. 15, 2010, U.S. Provisional Application No. 61/244,232, filed Sep. 21, 2009, and PCT/US10/49246, filed Sep. 17, 2010, which are incorporated by reference.

BACKGROUND

The present disclosure is directed to containers for controlling the temperature of a product placed therein and methods of using temperature controlled cargo containers.

The following documents may be related to cargo containers and/or temperature controlled transport: U.S. Pat. Nos. 3,180,403; 4,462,461; 5,561,986; 6,020,575; 6,281,797; 6,694,765; 6,865,516; and 7,501,944; and U.S. Patent Application Publication No. 2007/0175236, and are incorporated by reference into this Background section.

SUMMARY

Some example temperature controlled cargo containers according to the present disclosure may include one or more thermal masses conditioned to temperatures above and/or below a target temperature. Example thermal masses may include plates including phase change materials, such as eutectic materials. One or more fans may be selectively operated to circulate air in the cargo container across one or more of the thermal masses to maintain the temperature within the cargo container within a prescribed temperature band. Some example temperature controlled cargo containers may include refrigeration units and/or heaters for regenerating the thermal masses while receiving power from an external power source and/or may include one or more rechargeable batteries for providing power during transport or storage independent of external power sources.

In an aspect, a method of controlling the temperature of a product may include placing a product in an interior storage space of a container, where the container includes a warm phase change plate and a cold phase change plate; and changing a temperature of the interior storage space by causing airflow across at least one of the warm phase change plate and the cold phase change plate.

In a detailed embodiment, changing the temperature of the interior storage space may include sensing a temperature associated with the product; if the temperature associated with the product is above a target temperature range, operating a cooling fan associated with causing air flow across the cold phase change plate; and if the temperature associated with the product is below the target temperature range, operating a warming fan associated with causing air flow across the warm phase change plate. In a detailed embodiment, operating the cooling fan associated with the cold phase change plate may include drawing air from the interior storage space through a separator wall at least partially interposing the interior storage space and the cold phase change plate, flowing the air through an open flapper valve past the cold phase change plate, and discharging the air into the interior storage space. In a detailed embodiment, operating the warming fan associated with the warm phase change plate may include drawing air from the interior storage space through a separator wall at least partially interposing the interior storage space and the warm phase change plate, flowing the air through an open flapper valve and past the warm phase change plate, and discharging the air into the interior storage space.

In a detailed embodiment, a method may include, prior to changing a temperature of the interior storage space, conditioning at least one of the warm phase change plate and the cold phase change plate. In a detailed embodiment, conditioning the cold phase change plate may include operating a refrigeration unit to cause freezing of a cold phase change solution within the cold phase change plate. In a detailed embodiment, conditioning the warm phase change plate may include operating a heater to melt a warm phase change solution within the warm phase change plate.

In a detailed embodiment, changing a temperature of the interior storage space may include directing the airflow along a first side of the at least one of the warm phase change plate and the cold phase change plate in a first direction and directing the airflow along a second side of the at least one of the warm phase change plate and the cold phase change plate in a second direction, where the second direction may be substantially opposite the first direction.

In a detailed embodiment, a method may include reducing natural circulation flow across at least one of the warm phase change plate and the cold phase change plate. In a detailed embodiment, reducing natural circulation flow across at least one of the warm phase change plate and the cold phase change plate may include providing flapper valves and an air trap associated with at least one of the warm phase change plate and the cold phase change plate. In a detailed embodiment, providing the air trap may include providing at least one of a downwardly extending wall at least partially interposing the warm phase change plate and the interior storage space, and an upwardly extending wall at least partially interposing the cold phase change plate and the interior storage space.

In a detailed embodiment, a method may include transporting the container from a first location to a second location while the product remains within the interior storage space.

In an aspect, a method of storing a product in a container may include operating a refrigeration system to cool a cold phase change plate associated with an interior storage space of a container; operating a heater to heat a warm phase change plate associated with the interior storage space; placing a product in the interior storage space; measuring a temperature associated with the interior storage space; and selectively operating at least one fan to cause airflow across at least one of the cold phase change plate and the warm phase change plate if the temperature associated with the interior storage space departs from a predetermined temperature range.

In a detailed embodiment, a method may include, prior to operating the refrigeration system and operating the heater, connecting the refrigeration system and the heater to a first external source of electrical power. In a detailed embodiment, a method may include, after operating the refrigeration system and operating the heater, disconnecting the refrigeration system and the heater from the first external source of electrical power. In a detailed embodiment, a method may include, after disconnecting the refrigeration system and the heater from the first external source of electrical power, loading the container into a vehicle. In a detailed embodiment, loading the container into a vehicle may include loading the refrigeration system and the heater into the vehicle, the refrigeration system and the heater being mounted to the container. In a detailed embodiment, a method may include transporting the container from a first location to a second location using the vehicle; and, at the second location, conditioning at least one of the cold phase change plate and the warm phase change plate. In a detailed embodiment, a method may include, prior to conditioning the at least one of the cold phase change plate and the warm phase change plate at the second location, connecting at least one of the refrigeration unit and the heater to a second external source of electrical power. In a detailed embodiment, a method may include, after the refrigeration unit and the heater have been disconnected from the first external source of electrical power and prior to connecting the refrigeration unit and the heater to the second external source of electrical power, operating the at least one fan using power supplied from a rechargeable battery associated with the container.

In an aspect, a temperature controlled container may include an interior space for receiving a product; a warm phase change plate arranged for selective heat exchange with the interior space; and a cold phase change plate arranged for selective heat exchange with the interior space.

In a detailed embodiment, the warm phase change plate and the cold phase change plate may be at least partially separated from the interior space by a separator wall. In a detailed embodiment, a temperature controlled cargo container may include a first fan selectively operable to cause forced convection between the interior space and the warm phase change plate; and a second fan selectively operable to cause forced convection between the interior space and the cold phase change plate. In a detailed embodiment, the cold phase change plate may include a first phase change solution, and the warm phase change plate may include a second phase change solution. In a detailed embodiment, a melting point of the second phase change solution may be higher than a melting point of the first phase change solution. In a detailed embodiment, a target temperature range may lie between the melting point of the first phase change solution and the melting point of the second phase change solution. In a detailed embodiment, the melting point of the first phase change solution may be about −5.5° C., and the melting point of the second phase change solution may be about 15° C. In a detailed embodiment, the target temperature range may be about 2-8° C.

In an aspect, a container may include an interior space for receiving a product; a phase change plate arranged for selective heat exchange with the interior space; and a trap arranged to reduce natural convection heat transfer between the phase change plate and the interior space while allowing forced convection heat transfer between the phase change plate and the interior space.

In a detailed embodiment, the phase change plate may include a cold phase change plate and/or the trap may include an upwardly extending wall at least partially interposing the interior space and the cold phase change plate. In a detailed embodiment, the trap may include a P-trap. In a detailed embodiment, a container may include a fan configured to cause air flow from the interior space, across the cold phase change plate, and into the interior space.

In a detailed embodiment, the phase change plate may include a warm phase change plate and/or the trap may include a downwardly extending wall at least partially interposing the interior space and the warm phase change plate. In a detailed embodiment, the trap may include a P-trap. In a detailed embodiment, a container includes a fan configured to cause air flow from the interior space, across the warm phase change plate, and into the interior space.

In an aspect, a container may include a phase change plate including a first side and a second side and/or a flow path arranged to direct airflow along the first side in a first direction and then along the second side in a second direction, where the second direction may be substantially opposite the first direction.

In a detailed embodiment, the first side may be substantially opposite the second side. In a detailed embodiment, a container may include at least one fan configured to cause the airflow through the flow path. In a detailed embodiment, the phase change plate may be at least partially separated from an interior storage space of the container by a wall.

In a detailed embodiment, the phase change plate may include at least one augmented surface. In a detailed embodiment, the augmented surface may include at least one internally extending fin.

In an aspect, a shipping system may include a container including an interior space for receiving a product, a warm phase change plate arranged for selective heat exchange with the interior space, and a cold phase change plate arranged for selective heat exchange with the interior space; a refrigeration system mounted to the container and configured to cool the cold phase change plate; and a heating system configured to heat the warm phase change plate.

In a detailed embodiment, a shipping system may include a data logger configured to record data pertaining to the container. In a detailed embodiment, the data may include a temperature associated with the interior space.

In a detailed embodiment, the warm phase change plate may include a cold phase change material having a melting point of about −5.5° C. In a detailed embodiment, the cold phase change plate may include a warm phase change material having a melting point of about 15° C. In a detailed embodiment, the heating system may include at least one electrical resistance heater in thermal communication with the warm phase change plate.

In an aspect, a container for shipping pharmaceuticals may include a warm phase change plate and/or a cold phase change plate.

In a detailed embodiment, the container may include an interior storage space for pharmaceuticals, the interior storage space being in selective thermal communication with the warm phase change plate and/or the cold phase change plate. In a detailed embodiment, a container may include a warming fan configured to cause airflow across the warm phase change plate and/or a cooling fan configured to cause airflow across the cold phase change plate. In a detailed embodiment, the cold phase change plate may include a cold eutectic material having a melting point of about −5.5° C. and/or the warm phase change plate may include a warm eutectic material having a melting point of about 15° C. In a detailed embodiment, a container a refrigeration system arranged to cool the cold phase change plate and/or a heater arranged to heat the warm phase change plate.

BRIEF DESCRIPTION OF THE DRAWINGS

The detailed description refers to the following figures in which:

FIG. **1** is an isometric view of an example temperature controlled cargo container;

FIG. **2** is an overhead cross-sectional view of an example temperature controlled cargo container;

FIG. **3** is an elevational cross-sectional view of an example temperature controlled cargo container;

FIG. **4** is an elevational cross-sectional view of an example temperature controlled cargo container with open flapper valve;

FIG. **5** is an elevational cross-sectional view of an example temperature controlled cargo container with closed flapper valve;

FIG. **6** is an elevational cross-sectional view of an example temperature controlled cargo container;

FIG. **7** is an elevational cross-sectional view of an example temperature controlled cargo container with open flapper valve;

FIG. **8** is an elevational cross-sectional view of an example temperature controlled cargo container with closed flapper valve;

FIG. **9** is a cross-sectional view of a wall of an example temperature controlled cargo container;

FIG. **10** is cross-sectional view of an example phase change plate for a temperature controlled cargo container;

FIG. **11** is a schematic diagram of an example refrigeration system for a temperature controlled cargo container;

FIG. **12** is a schematic diagram of an example electrical system for a temperature controlled cargo container;

FIG. **13** is a schematic diagram illustrating an example temperature controlled cargo container configured for use with external conditioning sources;

FIG. **14** is a is a schematic diagram illustrating an example temperature controlled cargo container configured for use with removable phase change plates; and

FIG. **15** is a perspective view of two example temperature controlled cargo containers on an aircraft pallet; all arranged in accordance with at least some aspects of the present disclosure.

DETAILED DESCRIPTION

The present disclosure includes, inter alia, temperature controlled cargo containers and methods for using temperature controlled cargo containers.

The present disclosure contemplates that some products (e.g., pharmaceutical products) may be transported (e.g., by ground, sea, and/or air modes) and may be exposed to ambient conditions outside of an allowable product temperature range during such transportation and/or during storage. Temperature excursions outside of the allowable product temperature range may detrimentally affect a product, such as by reducing the efficacy and/or shelf life of a pharmaceutical product.

Some example temperature controlled cargo containers according to the present disclosure may be configured to maintain a product located therein within an allowable product temperature range while the temperature controlled cargo container is exposed to various ambient conditions. For example, some example temperature controlled cargo containers may be configured to maintain pharmaceutical products within an interior storage space at about 5° C. (e.g., between about 2° C. and about 8° C.) during ground, sea, and/or air transportation and/or during temporary and/or long-term storage. Some example temperature controlled cargo containers may maintain an interior storage space at about 5° C. for about 72 hours when the ambient temperature is about 30° C. while operating independently from external power sources and/or cooling sources. Some example temperature controlled cargo containers may maintain an interior storage space at about 5° C. during ambient temperature excursions, such as from about −40° C. to about +60° C.

Referring to FIGS. **1-8**, an example temperature controlled cargo container **100** according to the present disclosure may include a generally rectangular enclosure **101** and/or an equipment section **111**, which may be disposed substantially adjacent to enclosure **101**. Enclosure **101** may include walls **102** and/or a door **103**, which may be pivotably affixed to walls **102** by a hinge **109**. In some example embodiments, door **103** and equipment section **111** may be disposed on generally opposite sides of enclosure **101**. A door sealing assembly associated with door **103** may include thermal breaks on one or both sides of the door/enclosure interface, redundant compression bulb gaskets, and/or multipoint (e.g., three-point) draw latches which may fix the gasket compression depth. Enclosure **101** and/or equipment section **111** may be mounted on a pallet base **113**, which may facilitate handling of temperature controlled cargo container **100** by forklifts and/or other material handling equipment, for example. An interior storage space **104** within enclosure **101** (which may be accessible via door **103**) may receive a product **106**, such as a pharmaceutical product.

Some example temperature controlled cargo containers **100** may include at least one cold thermal mass and/or at least one warm thermal mass disposed within enclosure **101**. For example, a cold phase change plate **112** and/or a warm phase change plate **212** may be mounted within enclosure, such as generally opposite door **103**. Cold phase change plate **112** may comprise a cold phase change material (PCM), which may include a eutectic material, having a desired melting point (e.g., about −5.5° C. (e.g., about 5.5° C. below 0° C.)). Warm phase change plate **212** may comprise a warm phase change material, which may include a eutectic material, having a desired melting point (e.g., about 15° C.).

Some example temperature controlled cargo containers may include one or more thermal masses (e.g., cold phase change plates **112** and/or warm phase change plates **212**) having sufficient thermal capacitance (e.g., total energy capacity) to accommodate the total energy requirements of a design condition. Some exemplary temperature controlled cargo containers may include one or more thermal masses having sufficient surface area and/or thermal conductivity to accommodate the peak heat transfer rate requirements of a design condition.

Some example phase change plates may be constructed from, for example, galvanized steel, aluminum, and/or stainless steel. In some example embodiments, such materials may be welded. An example phase change plate may have a generally flattened, rectangular shape with dimensions of about 4.5"×6.5"×40". As used herein, "plate" refers to generally rectangular shapes as well as any other desirable shape.

Some example temperature controlled cargo containers **100** according to the present disclosure may be operated as follows. Warm phase change plate **212** and/or cold phase change plate **112** may be conditioned. As used herein, "conditioning" refers to freezing the cold phase change material of cold phase change plate **112** and/or melting the warm phase change material of warm phase change plate **212**. Product **106** may be placed in interior storage space **104** of temperature controlled cargo container **100**. The temperature of interior storage space **104** may be controlled by causing airflow across at least one of warm phase change plate **212** and cold phase change plate **112**. Specifically, airflow across cold phase change plate **112** may cool interior storage space **104** and/or airflow across warm phase change plate **212** may warm interior storage space **104**.

In some example temperature controlled cargo containers **100**, one or more phase change plates **112**, **212** may be mounted such that they are at least partially thermally insulated from one or more other phase change plates **112**, **212** and/or from interior storage space **104**. For example, a divider wall **107**, which may be insulated, may interpose cold phase change plate **112** and warm phase change plate **212**. An interior separator wall **105**, which may be insulated, may at least partially interpose interior storage space **104** and cold phase change plate **112** and/or warm phase change plate **212**. Thus, in some example embodiments, interior storage space **104** may be generally rectangular and/or may be substantially defined by door **103**, walls **102**, and/or interior separator wall **105**. Interior separator wall **105** may not extend fully between walls **102**, thereby allowing thermal communication between interior space **104** and phase change plates **112**, **212** when desired.

In some example temperature controlled cargo containers **100**, one or more cooling fans **108** may be selectively operable to cause flow of air **110** past a cold thermal mass, such as cold phase change plate **112**, and/or one or more warming fans **208** may be selectively operable to cause flow of air **210** past a warm thermal mass, such as warm phase change plate **212**. As illustrated in FIGS. **3-8**, fans **108**, **208** may be arranged draw air **110**, **210** from interior storage space **104**, through separator wall **105**, and past phase change plate **112**, **212** and/or to discharge air **110**, **210** into interior storage space **104**. Some example embodiments may include at least two cooling fans **108** and/or at least two warming fans **208**, which may allow continued operation of temperature controlled cargo container **100** if one of cooling fans **108** and/or one of warming fans **208** fails. Some example cooling fans **108** and/or warming fans **208** may include fans driven by low voltage DC motors.

Some example temperature controlled cargo containers **100** may be configured to selectively direct air flow **110**, **210** past one or more phase change plates **112**, **212** such that the air **110**, **210** passes along one side of phase change plate **112**, **212** in a first direction and passes along an opposite side of phase change plate **112**, **212** in an opposite direction. For example, referring to FIGS. **3-5**, air **110** may flow generally downward along a front face **112**A of cold phase change plate **112** and may flow generally upward along a rear face **112**B of cold phase change plate **112**. Similarly, referring to FIGS. **6-8**, air **210** may flow generally upward along a front face **212**A of warm phase change plate **212** and may flow generally downward along a rear face **212**B of warm phase change plate **212**. The present disclosure contemplates that such a flow arrangement may reduce the temperature variation in the phase change materials within cold phase change plate **112** and/or warm phase change plate **212** as measured along axes generally parallel with the air flow.

Some exemplary temperature controlled cargo containers may be designed to reduce natural convection (e.g., fluid motion caused by density differences in the fluid due to temperature gradients) past one or more phase change plates **112**, **212**. For example, referring to FIG. **3**, an upwardly extending wall **114** (which may be referred to as a "false wall") may be provided near cold phase change plate **112**, such as between cold phase change plate **112** and separator wall **105**. Wall **114** may prevent cooler, denser air near the cold phase change plate **112** from settling into the interior storage space **104**. Similarly, referring to FIG. **6**, a downwardly extending wall **214** (which may be referred to as a "false wall") may be provided near warm phase change plate **212**, such as between warm phase change plate **212** and separator wall **105**. Wall **214** may prevent warmer, less dense air near the warm phase change plate **212** from rising into the interior storage space **104**. Such walls **114**, **214** may shape the respective air flow paths into P-traps **114**A, **214**A. Some example embodiments may direct air flow in a generally serpentine path past phase change plates **112**, **212**. In some example embodiments, walls **105**, **114**, **214** and/or phase change plates **112**, **212** may provide a generally S-shaped serpentine air flow path.

Some exemplary embodiments may reduce natural convection using one or more devices in addition to or instead of a P-trap. For example, some example embodiments may include one or more dampers and/or shutters, which may be selectively opened and/or shut by pneumatic, spring, electromechanical (such as solenoid or motor) and/or other similar actuators. Such dampers and/or shutters may be mounted to obstruct a natural convection flow path, such as adjacent to separator wall **105**.

For example, as shown in FIGS. **4** and **5**, natural convection may be significantly reduced when desired by providing a flapper valve **115** disposed in the airflow path. Flapper valve **115** may be hingedly attached to a flapper valve support **119** which may be installed near the cold phase change plate **112**. In one embodiment, the flapper valve **115** and flapper valve support may be disposed substantially above the upwardly extending wall **114**. The flapper valve **115** may also include a flapper valve backer **117** that may contact and may assist with the closing of valve **115** when desired. In one embodiment, as shown in FIGS. **5** and **6**, flapper valve backer **117** may be disposed on the top end of upwardly extending wall **114** substantially aligned with and underneath flapper valve **115** and may be separated from the flapper valve by a portion of the airflow path. As shown in FIG. **4**, when the cooling fan **108** is operating causing the air **110** to flow near the cold phase change plate **112** in a generally serpentine air flow path the air may flow with sufficient pressure to open the flapper valve **115** and pivot it away from flapper valve backer **117** so as to allow airflow to pass between the flapper valve **115** and the backer **115**. As shown in FIG. **5**, when the cooling fan **108** is off, the airflow caused by the fan substantially ceases allowing the flapper valve **115** to close and contact flapper valve backer **115**. As shown in FIG. **5**, when the flapper valve **115** is closed it may substantially block the air flow path **110**. As such, when additional cooling in the interior storage space **104** is no longer required, and the cooling fan **108** is shut off, the flapper valve **115** closes against the backer **117** to obstruct convection from the cooling plate **112** into the interior storage space **104**.

Similarly, as shown in FIGS. **6** and **7**, natural convection may be significantly reduced when desired by providing a flapper valve **215** disposed in the airflow path near the warm phase change plate **212**. Flapper valve **215** may be hingedly attached to a flapper valve support **219** which may be installed near the warm phase change plate **212**. In one embodiment, the flapper valve **215** and flapper valve support may be disposed substantially above the interior separator wall **105**. Just as with the flapper valve near the cold phase change plate **112**, the flapper valve **215** may also include a flapper valve backer **217** that may contact and may assist with the closing of valve **215** when desired. In one embodiment, as shown in FIGS. **7** and **8**, flapper valve backer **217** may be disposed on the top end of interior separator wall **105** substantially aligned with and underneath flapper valve **215** and may be separated from the flapper valve by a portion of the airflow path. As shown in FIG. **6**, when the warming fan **208** is operating causing the air **210** to flow near the warm phase change plate **212** in a generally serpentine air flow path the air may flow with sufficient pressure to open the flapper valve **215** and pivot it away from flapper valve backer **217** so as to allow airflow to pass between the flapper valve **215** and the backer **215**. As shown in FIG. **7**, when the warming fan **208** is off, the airflow caused by the fan substantially ceases allowing the flapper valve **215** to close and contact flapper valve backer **215**. As shown in FIG. **7**, when the flapper valve **215** is closed it may substantially block the air flow path **210**. As such, when additional warming in the interior storage space **104** is no longer required, and the warming fan **208** is shut off, the flapper valve **215** closes against the backer **217** to obstruct convection from the warming plate **212** into the interior storage space **104**.

Any number of sufficiently resilient and flexible materials may be selected for the flapper valve **115**, **215** including but not limited to a variety of plastics, rubber, silicon rubber, elastomers, or coated fabrics. To provide additional force to releasably close the flapper valve **115**, **215** when the circulating fans **108**, **208** stop operating and it is desired to close the flapper valves, the flapper valves **115**, **215** may be at least partially comprised of ferrous material and the flapper valve backer **117**, **217** may include a magnet that attracts and assists with drawing the flapper valves **115**, **215** against the flapper valve backer **117**, **217**. It should be understood that the magnetic components of flapper valve **115**, **215** and flapper valve backer **117**, **217** could be reversed such that the flapper valve **115**, **215** includes a magnet and the flapper valve backers **117**, **217** include ferrous material that would cause the flapper valve **115**, **215** with magnets to pull and attach to the backers **117**, **217** when the circulating fan **108**, **208** is stopped. It is contemplated that various known cooperative magnetic arrangements may be employed such as varying the magnetic strength of the backer **117**, **217** or flapper valve **115**, **215** at different points of an associated magnet to optimize the ability of the valve **115**, **215** to stay open during circulating fan **108**, **208** operation and to close when the fan operation is stopped.

Walls **102** may be insulated, such as by vacuum panels. In some example embodiments, walls **102** may have a thickness **401** of about 4" and/or may have an R-value (a measure of thermal resistance) of about R-70 to resist thermal energy transfer between interior storage space **104** and the ambient environment. Referring to FIG. **9**, an example wall may include an exterior skin **402** and/or an interior skin **404**. Exterior skin **402** and/or interior skin **404** may comprise aluminum and/or may have a thickness of about 0.030", for example. An insulating foam layer, such as poured foam **406**, may be provided adjacent to exterior skin **402**. Poured foam **406** may have a thickness **408** of about 2", for example. A vacuum panel **410** may be provided adjacent to poured foam **406**. Vacuum panel **410** may have a thickness **412** of about 1", for example. An insulating foam layer, such as poured foam **414**, may be provided between vacuum panel **410** and interior skin **404**. Poured foam **414** may have a thickness **416** of about ½" or about ¾", for example. In some example embodiments, poured foam **414** may be replaced by a foam board, which may be bonded to vacuum panel **410** and/or interior skin **404**, such as using an adhesive.

In some example temperature controlled cargo containers **100**, walls **102** may comprise a stressed skin construction, which may provide a relatively high strength with relatively low weight. In some example embodiments, inner layers (e.g., poured foam **406**, vacuum panel **410**, and/or poured foam **414**) and/or outer layers (e.g., exterior skin **402** and/or interior skin **404**) may be disposed such that layers may not slide relative to others layer. Such a construction may provide a wall structure having relatively high area moment of inertia, which may add considerable structural strength to the product with minimal additional weight, while allowing a "flex" component to the structure.

Some exemplary temperature controlled cargo containers **100** may include one or more thermal masses including one or more augmented surfaces, such as fins and/or other similar heat transfer enhancing features, internally and/or externally. For example, referring to FIG. **10**, an example phase change plate **302** may include one or more thermally conductive fins **304** extending through the thickness **306** of the plate **302**, such as substantially from one wall **308** to the opposite wall **310**, which may enhance heat transfer to and/or from phase change material **312** (e.g., a eutectic solution and/or other phase change material) between walls **308**, **310**. In some exemplary embodiments, one or more fins **304** may be mounted to the first wall **308** and may seat against the second wall **310** when the phase change plate **302** is assembled.

It is within the scope of the disclosure to utilize fins **304** or other conductive augmentations of any cross section or profile. The present disclosure contemplates that some example phase change materials may be relatively poor thermal conductors and that utilizing conductive augmentations within the phase change material may reduce the temperature gradient across the thickness of the phase change material. Some example phase change plates may include refrigerant lines (and/or lines for other materials used to condition phase change materials) and/or electrical resistance heaters extending therethrough for conditioning the phase change material.

FIG. **11** is a schematic diagram of an example refrigeration system **500** which may be used in connection with an example temperature controlled cargo container **100**. In some example embodiments, refrigeration system **500** may include two substantially independent refrigeration units **500**A, **500**B, thus providing redundancy. Refrigeration units **500**A, **500**B may be substantially identical and, for purposes, of clarity, FIG. **11** is discussed with reference to refrigeration unit **500**A with the understanding that refrigeration unit **500**B may include corresponding components. An individual refrigeration unit **500**A may include a compressor **504**, a condenser **506**, a fan **508** configured to provide airflow across condenser **506**, and/or an expansion valve **512**.

In some example embodiments, an individual refrigeration unit **500**A may include an evaporator **502** disposed in thermal communication with one or more cold phase change plates **112** (e.g., with evaporator coils extending through the interior of cold phase change plate **112**). In some example embodiments, evaporators **502** associated with more than one individual refrigeration unit **500**A, **500**B may be in thermal contact with the same cold phase change plate **112**, which may increase the reliability of temperature controlled cargo container **100** because the failure of a single refrigeration unit **500**A, **500**B may not prevent cold phase change plate **112** from being conditioned. Each of refrigeration units **500**A, **500**B may be sized to be capable of conditioning one or more cold phase change plates **112** without the other system operating. However, the time to condition one or more cold phase change plates **112** with a single refrigeration unit **500**A, **500**B operating may be longer than the time to condition one or more cold phase change plate **112** with both refrigeration units **500**A, **500**B operating. In some example embodiments, one or more cold phase change plates **112** and/or evaporator **502** may be located within enclosure **101** and/or many of the remaining components of refrigeration units **500**A, **500**B may be disposed in equipment section **111**.

FIG. **12** is a schematic diagram of an example electrical system **600** associated with a temperature controlled cargo container **100** according to the present disclosure. An external power source connection **602** may provide power to one or more power supplies **604**, **606**, **608** and/or a battery charger **610**. Power supply **604** may feed refrigeration unit **500**A and/or warm plate regenerator **612** (e.g., an electrical resistance heater in thermal contact with warm phase change plate **212**). Power supply **606** may feed refrigeration unit **500**B and/or warm plate regenerator **614**. Battery charger **610** may provide a charging current to rechargeable battery **616**, which may feed control electronics **618**, warming fans **208**A, **208**B, and/or cooling fans **108**A, **108**B. Power supply **608** may also feed control electronics **618**, warming fans **208**A, **208**B, and/or cooling fans **108**A, **108**B.

Some example temperature controlled cargo containers **100** may be operable in a recharge mode (also referred to as an active mode) and/or a transport move (also referred to as a passive mode). In an example recharge mode, a temperature controlled cargo container **100** may connected to an external power source, such as standard electric line power (e.g., 100-230 VAC, 50 or 60 Hz).

In the recharge mode, refrigeration units **500**A, **500**B may cool cold phase change plate **112**, which may freeze the cold phase change material of cold phase change plate **112**. Similarly, one or more warm plate regenerators **612**, **614** (e.g., electrical resistance heaters) may heat warm phase change plate **212**, which may melt the warm phase change material of warm phase change plate **212**. Refrigeration units **500**A, **500**B and/or regenerators **612**, **614** may be powered from the external power source. Rechargeable battery **616** (such as a 12 V lead-acid battery) may be charged from the external power source. In some example embodiments, the components within box **620** as well as the components within box **622** of FIG. **12** may be powered from the external power source when in the recharge mode.

Referring to FIG. **13**, some example temperature controlled cargo containers according to the present disclosure may be constructed to interface with external conditioning systems. Such embodiments may or may not include refrigeration units **500**A, **500**B, warm plate regenerators **612**, **614**, and/or equipment section **111**. As illustrated in FIG. **13**, an example temperature controlled cargo container **100**A holding product **106**A may be generally similar to temperature controlled cargo container **100** described above. Temperature controlled cargo container **100**A may be configured for use with externally supplied conditioning for cold phase change plate **112**A and/or warm phase change plate **212**A. For example, cold phase change plate **112**A may be conditioned by a chilled fluid **802** (e.g., a water-ethylene glycol solution at about −5° C.) circulated through a heat exchanger **800** in thermal contact with cold phase change plate **112**A. Chilled fluid **802** may be propelled by a pump **804** via through appropriate conduits, which may include fittings **806**, **808** (e.g., quick disconnect fittings). A refrigeration system **810**, which may be powered from an external power source **812**, may remove heat from chilled fluid **802** using a heat exchanger **814**. In some example embodiments, refrigeration system **810** may include one or more vapor-compression refrigeration systems, which may be generally similar to refrigeration units **500**A, **500**B.

Similarly, warm phase change plate **212**A may be conditioned by a warmed fluid **902** (e.g., a water-ethylene glycol solution at about 25° C.) circulated through a heat exchanger **900** in thermal contact with warm phase change plate **212**A. Warmed fluid **902** may be propelled by a pump **904** via through appropriate conduits, which may include fittings **906**, **908** (e.g., quick disconnect fittings). A heater system **910**, which may be powered from an external power source **912**, may remove heat from chilled fluid **902** using a heat exchanger **914**. In some example embodiments, heater system **910** may include one or more electrical resistance heaters in thermal contact with warmed fluid **902** in heat exchanger **914**.

Referring to FIG. **14**, Some example temperature controlled cargo containers **100**B according to the present disclosure may include one or more readily removable and/or replaceable cold phase change plates **112**B and/or warm phase change plates **212**B. Such example embodiments may allow pre-conditioned cold phase change plates **112**B and/or warm phase change plates **212**B to be installed into temperature controlled cargo container **100**B prior to transport. In addition, such embodiments may permit replacement of partially or fully expended cold phase change plates **112**B and/or warm phase change plates **212**B with conditioned cold phase change plates **112**B and/or warm phase change plates **212**B during extended storage and/or during extended transport. Such embodiments may or may not include refrigeration units **500**A, **500**B, warm plate regenerators **612**, **614**, and/or equipment section **111**. For example, removable cold phase change plates **112**B may be conditioned in an environmental chamber **1002** (which may be maintained at about −5° C.) and/or removable warm phase change plates **212**B may be conditioned in an environmental chamber **1004** (which may be maintained at about 15° C.).

In an example transport mode, some example temperature controlled cargo containers **100** may be disconnected from the external power source and/or conditioning source. In the transport mode, the temperature of interior storage space **104** may be monitored, and one or more of fans **108**A, **108**B, **208**A, **208**B may be selectively operated to circulate air across one or more cold phase change plates **112** and/or one or more warm phase change plates **212** as necessary to maintain the temperature of interior storage space **104** within a prescribed temperature band (e.g., between about 2° C. and about 8° C.). For example, if the temperature within the interior storage space **104** exceeds a predetermined setpoint, fans **108**A, **108**B may be operated to circulate air across cold phase change plate **112**, which may cool interior storage space **104**. Similarly, if the temperature within interior storage space **104** drops below a predetermined setpoint, fans **208**A, **208**B may be operated to circulate air across warm phase change plate **212**, which may warm interior storage space **104**.

More specifically, circulation of air across cold phase change plate **112** may transfer heat from the air to the cold phase change material, which may cause the cold phase change material to melt. As the cold phase change material melts, it may absorb from the air an amount of heat equal to its latent heat of fusion. Similarly, circulation of air across warm phase change plate **212** may transfer heat from the warm phase change material to the air, which may cause the warm phase change material to freeze. As the warm phase change material freezes, it may transfer to the air an amount of heat equal to it latent heat of fusion.

Control electronics **618** (e.g., temperature monitoring components, fan control components, etc.) and/or fans **108**A, **108**B, **208**A, **208**B may be powered from the rechargeable battery **616** in the transport mode. In some example embodiments, refrigeration units **500**A, **500**B used to cool cold phase change plates **112** and/or the regenerator used to heat warm phase change plates **212** may not operate during transport mode. In some example embodiments, the components within box **622** of FIG. **12** may be powered from battery **616** during the transport mode.

In some example embodiments, various control electronics **618** (which may include a status panel) may be powered from rechargeable battery **616** during the transport mode. The control electronics may include, for example, a low power embedded industrial PC for low power consumption and/or low EMI (electromagnetic interference). The control electronics and/or status panel may be configured to communicate the condition of the cargo unit to the user. For example, a temperature of the interior storage space **104** may be displayed and/or transmitted to a user. In some example embodiments, a data logger may monitor and/or record the temperature in the interior storage space **104**. In some example embodiments, the data logger may be independently powered by a non-replaceable battery with an extended life, such as a three year life.

Some exemplary temperature controlled cargo containers according to the present disclosure may be configured to be received within and/or on an air transport cargo unit for shipment via air. For example, two exemplary 76 cubic foot capacity temperature controlled cargo containers **100** may be placed inside an L9 unit load device (ULD) for shipment aboard certain types of aircraft. Similarly, as illustrated in FIG. **15**, some example temperature controlled cargo containers **100** may be transported in a net/pallet configuration. One or more temperature controlled cargo containers **100** may be placed on a generally flat pallet **700**, which may be referred to as a "cookie sheet" in the air transport industry. Temperature controlled cargo containers **100** may be fastened to pallet **700** using, for example, one or more straps **702** and/or nets **704**. Pallet **700** with temperature controlled cargo containers **100** thereon may be considered a ULD for air transport purposes and/or may be readily loaded into and secured within an aircraft (or other vehicle).

Some example temperature controlled cargo containers **100** according to the present disclosure may be configured to function as a ULD in an air transport system. Such example embodiments may be sized and/or shaped substantially the same as a ULD used by an air carrier, and the air carrier may load such temperature controlled cargo containers **100** in an aircraft in generally the same manner as other ULDs.

Some example temperature controlled cargo containers **100** may be sized to receive standard units of product. For example, an example 76 cubic foot capacity temperature controlled cargo container **100** may include an interior storage space **104** sized to receive an about 40"×48" pallet containing about 250 lbs. of product. In such an example embodiment, interior storage space **104** may have interior dimensions of about 46" high×44" wide×53" deep. Such an example embodiment may have overall dimensions of about 58" high×52.75" wide×80" long, and its tare weight may be about 1250 lbs.

Some example thermal masses comprising phase change materials may include one or more of water, potassium nitrate, ethylene glycol, propylene glycol, one or more alcohols (e.g., ethyl alcohol, methyl alcohol, and/or isopropyl alcohol), potassium chloride, sodium borate, zinc, and/or ammonium chloride. In general, it is within the scope of the present disclosure to utilize one or more thermal masses comprising any materials capable of accepting and/or delivering appropriate amounts of thermal energy at appropriate rates to satisfy design conditions. Further, it is within the scope of the present disclosure to utilize any phase change materials providing desired melting points.

Some example temperature controlled cargo containers have been described herein with reference to a target temperature of about 5° C., which may correspond to temperature range of about 2° C. to about 8° C. Other example temperature controlled cargo containers according to the present disclosure may be configured to maintain a product located therein at colder temperatures (e.g., about −20° C., about −40° C., about −80° C., and/or about −100° C.) or warmer temperatures (e.g., about 25° C., about 50° C., and/or about 60° C.). In general, temperature controlled cargo containers according to the present disclosure may be configured to maintain any desired interior temperature.

Some example temperature controlled cargo containers according to the present disclosure may include warm and cold thermal masses including phase change materials having melting points differing from a target temperature by various amounts. For example, a warm phase change material may have a melting point about 15° C. above a target temperature and a cold phase change material may have a melting point about 15° C. below the target temperature. Similarly, the melting points of the warm and cold phase change materials may differ from the target temperature by any other desired amount (e.g., about 5° C., about 10° C., about 20° C., about 25° C., etc.). In some example embodiments, the melting point of the warm phase change material may differ from the target temperature by a greater (or lesser) amount than the cold phase change material differs from the target temperature. For example, a warm phase change material may have a melting point of about 10° C. about above a target temperature and a cold phase change material may have a melting point of about 20° C. below the target temperature.

Some example temperature controlled cargo containers may be operated as follows. A refrigeration system may be operated to cool a cold phase change plate associated with an interior storage space of a container. A heater may be operated to heat a warm phase change plate associated with the interior storage space. A product may be placed in the interior storage space. A temperature associated with the interior storage space may be measured. At least one fan may be selectively operated to cause airflow across at least one of the cold phase change plate and the warm phase change plate if the temperature associated with the interior storage space departs from a predetermined temperature range.

As used herein, ambient conditions refer to the environmental conditions to which a temperature controlled cargo container is subject. For example, the ambient temperature for a temperature controlled cargo container on an airport ramp may be the outside air temperature at the ramp. As another example, the ambient temperature for a temperature controlled cargo container being transported in an aircraft at cruise altitude may be the interior temperature of the aircraft where the temperature controlled cargo container is stowed.

While exemplary embodiments have been set forth above for the purpose of disclosure, modifications of the disclosed embodiments as well as other embodiments thereof may occur to those skilled in the art. Accordingly, it is to be understood that the disclosure is not limited to the above precise embodiments and that changes may be made without departing from the scope. Likewise, it is to be understood that it is not necessary to meet any or all of the stated advantages or objects disclosed herein to fall within the scope of the disclosure, since inherent and/or unforeseen advantages may exist even though they may not have been explicitly discussed herein.

What is claimed is:

1. A temperature controlled cargo container for shipping a product at or near a target temperature, the cargo container comprising:

an interior storage space for receiving the product;

a warm phase change plate arranged for selective heat exchange with the interior storage space, the warm phase change plate having a generally flattened rectangular shape including a flat exterior front face and a flat exterior rear face, the warm phase change plate containing a warm phase change material;

a cold phase change plate arranged for selective heat exchange with the interior storage space, the cold phase change plate having a generally flattened rectangular shape including a flat exterior front face and a flat exterior rear face, the cold phase change plate containing a cold phase change material located between the front face and the rear face;

an insulated divider wall interposing the cold phase change plate and the warm phase change plate, the warm phase change plate being mounted such that it is at least partially thermally insulated from the cold phase change plate;

at least one coil extending within the cold phase change plate and in direct contact with the cold phase change material, wherein a chilled fluid is adapted to circulate through the coil to thereby cool the cold phase change material of the cold phase change plate;

wherein the warm phase change plate and the cold phase change plate are at least partially separated from the interior storage space by a separator wall, the separator wall defining a plurality of openings;

a downwardly extending wall located between the separator wall and the warm phase change plate;

an upwardly extending wall located between the separator wall and the cold phase change plate;

a first fan selectively operable to draw air from within the interior storage space, through a first opening in the separator wall, then along a first serpentine flow path comprising a first direction between the separator wall and the downwardly extending wall, a second direction opposite the first direction between the downwardly extending wall and the flat exterior front face of the warm phase change plate, and a third direction opposite the second direction, then through a second opening in the separator wall and into the interior storage space; and

a second fan selectively operable to draw air from within the interior storage space, through a third opening in the separator wall, then along a second serpentine flow path comprising a first direction between the separator wall and the upwardly extending wall, a second direction opposite the first direction between the upwardly extending wall and the flat exterior front face of the cold phase change plate, and a third direction opposite the second direction, then through a fourth opening in the separator wall and into the interior storage space.

2. The temperature controlled cargo container of claim **1** further comprising at least one trap arranged to reduce natural convection heat transfer between at least one of said warm phase change plate and said cold change phase plate and the interior storage space.

3. The temperature controlled cargo container of claim **1** further including at least one valve operable to permit airflow about at least one of said warm phase change plate and said cold phase change plate wherein said at least one valve comprises a flapper valve including a flapper valve backer, wherein flapper valve and said flapper valve backer further comprises a magnet, and wherein said flapper valve and said flapper valve backer further comprises ferrous material, wherein when one of said first and second fans is operating sufficient airflow is generated to overcome an associated magnetic force between said flapper valve and said flapper valve backer such that said flapper valve is open and airflow is permitted therethrough, and wherein when one of said first and second fans is shut off the associated magnetic force between said flapper valve and said flapper valve backer causes said flapper valve to close and obstruct airflow between said interior storage space and at least one of said warm phase change plate and said cold phase change plate.

4. The temperature controlled cargo container of claim **1** including an electrical resistance heater in thermal contact with the warm phase change plate.

5. The temperature controlled cargo container of claim **1** further comprising:

a heat exchanger in thermal contact with the warm phase change plate wherein warmed fluid may be propelled through conduits and quick disconnect fittings and into the warm phase change plate and in direct contact with the warm phase change material.

6. The temperature controlled cargo container of claim **1** wherein the warm phase change plate comprises a front wall and an opposing rear wall and one or more thermally conductive fins extending through the warm phase change plate from the front wall to the opposing rear wall.

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UNITED STATES PATENT AND TRADEMARK OFFICE

CERTIFICATE OF CORRECTION

PATENT NO. : 10,752,434 B2
APPLICATION NO. : 13/662648
DATED : August 25, 2020
INVENTOR(S) : Farrar et al.

It is certified that error appears in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

On the Title Page

Item (73), delete the words "SONOCA" and substitute therefore --SONOCO--.

Signed and Sealed this
Twenty-seventh Day of October, 2020

Andrei Iancu
Director of the United States Patent and Trademark Office